**ASPHALT PAVEMENTS - SUPERPAVE:**

|  |  |  |
| --- | --- | --- |
| (6-19-12) (Rev. 8-16-16) | 605, 609, 610, 650 | SP6 R01 |

Revise the *2012 Standard Specifications* as follows:

**Page 6-3, Article 605-7, APPLICATION RATES AND TEMPERATURES,** replace this article, including Table 605-1, with the following:

Apply tack coat uniformly across the existing surface at target application rates shown in Table 605-1.

|  |  |
| --- | --- |
| **TABLE 605-1 APPLICATION RATES FOR TACK COAT** | |
| **Existing Surface** | **Target Rate (gal/sy)** |
| **Emulsified Asphalt** |
| New Asphalt | 0.04 ± 0.01 |
| Oxidized or Milled Asphalt | 0.06 ± 0.01 |
| Concrete | 0.08 ± 0.01 |

Apply tack coat at a temperature within the ranges shown in Table 605-2. Tack coat shall not be overheated during storage, transport or at application.

|  |  |
| --- | --- |
| **TABLE 605-2 APPLICATION TEMPERATURE FOR TACK COAT** | |
| **Asphalt Material** | **Temperature Range** |
| Asphalt Binder, Grade PG 64-22 | 350 - 400°F |
| Emulsified Asphalt, Grade RS-1H | 130 - 160°F |
| Emulsified Asphalt, Grade CRS-1 | 130 - 160°F |
| Emulsified Asphalt, Grade CRS-1H | 130 - 160°F |
| Emulsified Asphalt, Grade HFMS-1 | 130 - 160°F |
| Emulsified Asphalt, Grade CRS-2 | 130 - 160°F |

**Page 6-6, Subarticle 607-5(A), Milled Asphalt Pavement,** line 25, add the following to the end of the paragraph:

Areas to be paid under these items include mainline, turn lanes, shoulders, and other areas milled in conjunction with the mainline and any additional equipment necessary to remove pavement in the area of manholes, water valves, curb, gutter and other obstructions.

**Page 6-6, Subarticle 607-5(C), Incidental Milling**, lines 42-48, replace the paragraph with the following:

*Incidental Milling* to be paid will be the actual number of square yards of surface milled where the Contractor is required to mill butt joints, irregular areas and intersections milled as a separate operation from mainline milling and re-mill areas that are not due to the Contractor’s negligence whose length is less than 100 feet. Measurement will be made as provided in Subarticle 607-5(A) for each cut the Contractor is directed to perform. Where the Contractor elects to make multiple cuts to achieve the final depth, no additional measurement will be made. Compensation will be made at the contract unit price per square yard for *Incidental Milling*.

**Page 6-7, Article 609-3, FIELD VERIFICATION OF MIXTURE AND JOB MIX FORMULA ADJUSTMENTS**, lines 35-37, delete the second sentence of the second paragraph.

**Page 6-18, Article 610-1 DESCRIPTION**, lines 40-41, delete the last sentence of the last paragraph.

**Page 6-19, Subarticle 610-3(A), Mix Design-General**, line 5, add the following as the first paragraph:

Warm mix asphalt (WMA) is allowed for use at the Contractor’s option in accordance with the NCDOT Approved Products List for WMA Technologies available at:

[**https://connect.ncdot.gov/resources/Materials/MaterialsResources/Warm%20Mix%20Asphalt%20Approved%20List.pdf**](https://connect.ncdot.gov/resources/Materials/MaterialsResources/Warm%20Mix%20Asphalt%20Approved%20List.pdf)

**Page 6-20, Subarticle 610-3(C), Job Mix Formula (JMF),** lines 47-48, replace the last sentence of the third paragraph with the following:

The JMF mix temperature shall be within the ranges shown in Table 610-1 unless otherwise approved.

**Page 6-21, Subarticle 610-3(C) Job Mix Formula (JMF)**, replace Table 610-1 with the following:

**TABLE 610-1**

**MIXING TEMPERATURE AT THE ASPHALT PLANT**

|  |  |
| --- | --- |
| **Binder Grade** | **JMF Mix Temperature** |
| PG 58-28; PG 64-22 | 250 - 290ºF |
| PG 70-22 | 275- 305ºF |
| PG 76-22 | 300- 325ºF |

**Page 6-21, Subarticle 610-3(C) Job Mix Formula (JMF)**, lines 1-2, in the first sentence of the first paragraph, delete “and compaction”. Lines 4-7, delete the second paragraph and replace with the following:

When RAS is used, the JMF mix temperature shall be established at 275ºF or higher.

**Page 6-22, Article 610-4, WEATHER, TEMPERATURE AND SEASONAL LIMITATIONS FOR PRODUCING AND PLACING ASPHALT MIXTURES**, lines 15-17, replace the second sentence of the first paragraph with the following:

Do not place asphalt material when the air or surface temperatures, measured at the location of the paving operation away from artificial heat, do not meet Table 610-5.

**Page 6-23, Article 610-4, WEATHER, TEMPERATURE AND SEASONAL LIMITATIONS FOR PRODUCING AND PLACING ASPHALT MIXTURES**, replace Table 610-5 with the following:

|  |  |
| --- | --- |
| **TABLE 610-5 PLACEMENT TEMPERATURES FOR ASPHALT** | |
| **Asphalt Concrete Mix Type** | **Minimum Surface and Air Temperature** |
| B25.0B, C | 35°F |
| I19.0B, C, D | 35°F |
| SF9.5A, S9.5B | 40°F**A** |
| S9.5C, S12.5C | 45°F**A** |
| S9.5D, S12.5D | 50°F |

**A.** For the final layer of surface mixes containing recycled asphalt shingles (RAS), the minimum surface and air temperature shall be 50ºF.

**Page 6-23, Subarticle 610-5(A), General,** lines 33-34, replace the last sentence of the third paragraph with the following:

Produce the mixture at the asphalt plant within ±25 ºF of the JMF mix temperature. The temperature of the mixture, when discharged from the mixer, shall not exceed 350ºF.

**Page 6-26, Article 610-7, HAULING OF ASPHALT MIXTURE**, lines 22-23, in the fourth sentence of the first paragraph replace “so as to overlap the top of the truck bed and” with “to”. Line 28, in the last paragraph, replace “+15 ºF to -25 ºF of the specified JMF temperature.” with “±25 ºF of the specified JMF mix temperature.”

**Page 6-26, Article 610-8, SPREADING AND FINISHING**, **line 34**, add the following new paragraph:

As referenced in Section 9.6.3 of the *HMA/QMS* *Manual*, use the automatic screed controls on the paver to control the longitudinal profile. Where approved by the Engineer, the Contractor has the option to use either a fixed or mobile string line.

**Page 6-29, Article 610-13, Final Surface Testing and Acceptance, line 39,** add the following after the first sentence in the first paragraph:

Smoothness acceptance testing using the inertial profiler is not required on ramps, loops and turn lanes.

**Page 6-30, Subarticle 610-13(A), Option 1 – Inertial Profiler, lines 15-16,** replace the fourth sentence of the fourth paragraph with the following:

The interval at which relative profile elevations are reported shall be 2”.

**Page 6-30, Subarticle 610-13(A), Option 1 – Inertial Profiler, lines 25-28,** replace the ninth paragraph with the following:

Operate the profiler at any speed as per the manufacturer’s recommendations to collect valid data.

**Page 6-30, Subarticle 610-13(A), Option 1 – Inertial Profiler, lines 30-31,** delete the third sentence of the tenth paragraph.

**Page 6-31, Subarticle 610-13(A), Option 1 – Inertial Profiler, lines 11-13,** replace the first sentence of the third paragraph with the following:

After testing, transfer the profile data from the profiler portable computer’s hard drive to a write once storage media (Flash drive, USB, DVD-R or CD-R) or electronic media approved by the Engineer.

**Page 6-31, Subarticle 610-13(A), Option 1 – Inertial Profiler, lines 17-18,** replace the first sentence of the fourth paragraph with the following:

Submit a report with the documentation and electronic data of the evaluation for each section to the Engineer within 10 days after completion of the smoothness testing. The report shall be in the tabular format for each 0.10 segment or a portion thereof with a summary of the MRI values and the localized roughness areas including corresponding project station numbers or acceptable reference points. Calculate the pay adjustments for all segments in accordance with the formulas in Sections (1) and (2) shown below. The Engineer shall review and approval all pay adjustments unless corrective action is required.

**Page 6-31, Subarticle 610-13(A)(1), Acceptance for New Construction, lines 36-37,** replace the third paragraph with the following:

The price adjustment will apply to each 0.10-mile section or prorated for a portion thereof, based on the Mean Roughness Index (MRI), the average IRI values from both wheel paths.

**Page 6-32, Subarticle 610-13(A)(2), Localized Roughness, lines 12-16,** replace the first paragraph with the following:

Areas of localized roughness shall be identified through the “Smoothness Assurance Module (SAM)” provided in the ProVAL software. Use the SAM report to optimize repair strategies by analyzing the measurements from profiles collected using inertial profilers. The ride quality threshold for localized roughness shall be 165 in/mile for any sections that are 15 ft. to 100 ft. in length at the continuous short interval of 25 ft. Submit a continuous roughness report to identify each section with project station numbers or reference points outside the threshold and identify all localized roughness, with the signature of the Operator included with the submitted IRI trace and electronic files.

**Page 6-32, Subarticle 610-13(A)(2), Localized Roughness, line 21,** add the following new paragraph:

If the Engineer does not require corrective action, the pay adjustment for each area of localized roughness shall be based on the following formula:

PA = (165 – LR#) 5

Where:

PA = Pay Adjustment (dollars)

LR# = The Localized Roughness number determined from SAM report for the ride quality threshold

**Page 6-41, Subarticle 650-3(B), Mix Design Criteria**, replace Table 650-1 with the following:

**TABLE 650-1**

**OGAFC GRADATION CRITERIA**

|  |  |  |  |
| --- | --- | --- | --- |
| **Grading Requirements** | **Total Percent Passing** | | |
| *Sieve Size (mm)* | *Type FC-1* | *Type FC-1 Modified* | *Type FC-2 Modified* |
| 19.0 | - | - | 100 |
| 12.5 | 100 | 100 | 80 - 100 |
| 9.50 | 75 - 100 | 75 - 100 | 55 - 80 |
| 4.75 | 25 - 45 | 25 - 45 | 15 - 30 |
| 2.36 | 5 - 15 | 5 - 15 | 5 - 15 |
| 0.075 | 1.0 - 3.0 | 1.0 - 3.0 | 2.0 - 4.0 |